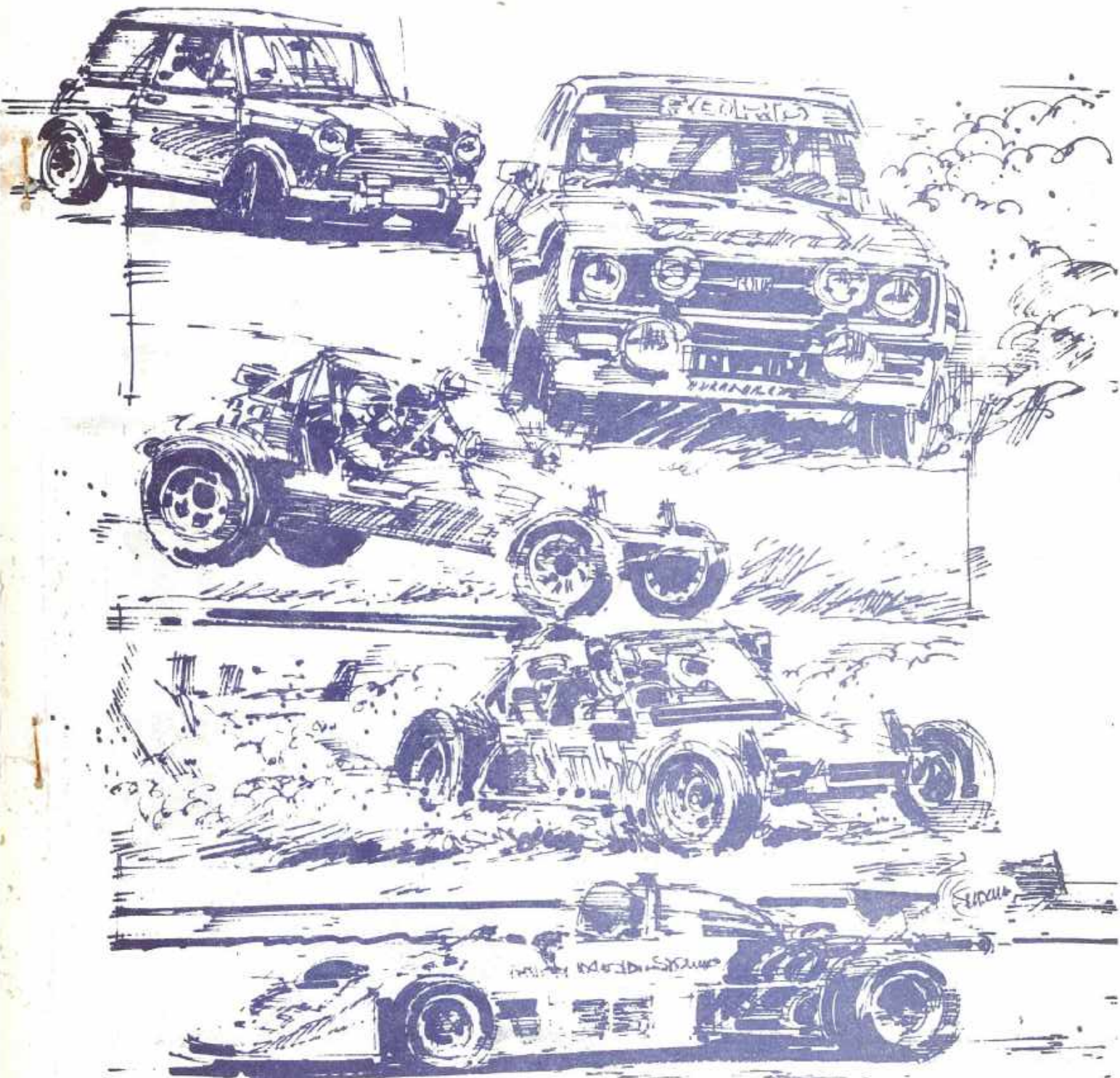


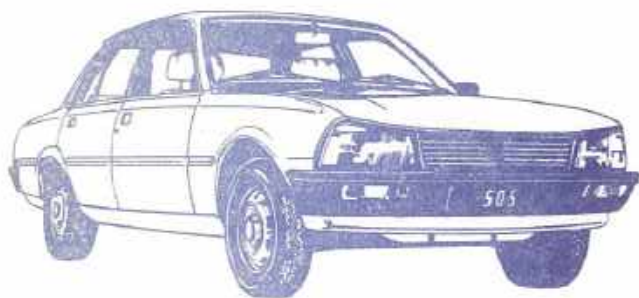


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Editorial

First of all I must apologise for the fact that the report of the James Hardie National Rally is incomplete. This month I was faced with not one deadline but three, my shop and a half becomes just a shop soon as the people next door are going out of business, so I've had what seems like miles of labour intensive shelving to put up. Then I had to get the neglected Jowett Javelin back into top order for the Mall to Mall Race, so I'm afraid that working on the James Hardie results took a back seat, just for history's sake I'll finish off what I don't do this month next month.

It seems that the sport of rallying in Queensland has reached the same sort of desperate situation that South Australia was in 10 years ago - and now they only have the one forestry rally a year. So polish up the map reading lads it may be the way things are going (This should make Laurie Garth the 1984 Queensland Rally Champion as long as he changes drivers mid year). And this brings us to the rallysprint, a new form of sport to Queensland and one of growing importance. So how would you feel if some thoughtless hooligan ruined the rallysprint scene? well the track at Esk has been used illicitly (and illegally come to that) by somebody who let the cows out. This is very WRONG people, especially as the track can be hired for a nominal fee by ringing Brian Frawley on 284 5361. There are conditions laid down naturally, but nothing that isn't common sense anyway - so think before you act, and lets preserve what little we currently have.

A new paragraph, this one aimed at the Off Road people, to say that the above comments about trespassing and illegal usage also apply to the track at Purga Creek, although personally the competitors have my sympathy because where do you go to see if all the systems are functioning? Nevertheless the Purga Creek property is not for general use, any damage caused or (heaven forbid) injuries would result in a legal shambles that would ruin everybody - so once again DON'T DO IT.

Big Ed

-0-

Major Forthcoming Event

Night Run - 24th August

The next Night Run will be called "Things that go Streitberg in the Night" and will be under the guiding auspicious of Laurie Streitberg. There's nothing like dragging your rancid bum off of an armchair on a winters Wednesday Night and setting off on a B.S.C.C. Night Run - positively nothing, it makes putting your head in a band-saw look attractive. Still if your into head scratching and want a fun night trying to outwit the organisers then the clubrooms at 8pm is the place for you, bring a torch, pen and a friend - if you lack the latter then you can always grab somebody out of the bar (come to think of it the 'friend' must have a Basic Licence). See yer there !

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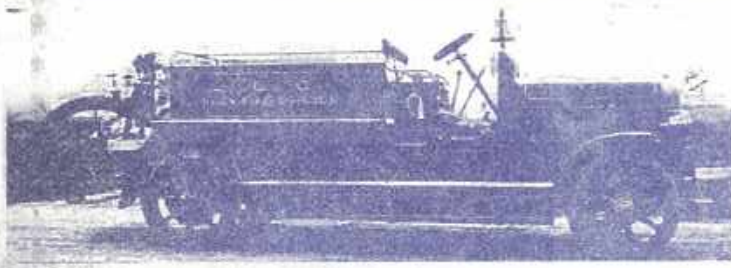
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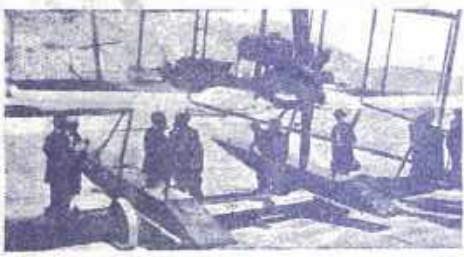
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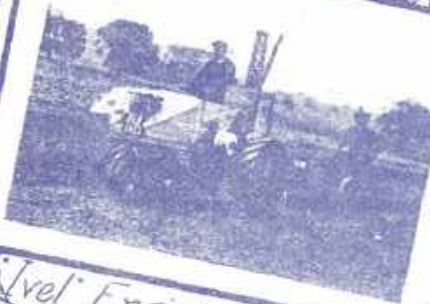
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CONTACT ALAN McCONNELL 379 2754

JAMES HARDIE NATIONAL RALLY

16th July 1983

The early trials and tribulations of the James Hardie National Rally need no reiteration here, except to say that owing to the vagaries of the weather this rally was known as the Claytons Rally, the rally you have when you don't have a rally.

So I think we can be pleased that the event received such a fine entry, almost everybody who's anybody, the most notable absentee being Geoff Portman. Still we had Greg Carr, Colin Bond, Wayne Bell, Ross Dunkerton, Peter Phillips, Murray Coote, Chris Brown, John Berne, Peter Glennie, Peter Marcovich, Ron Marks and all the Queensland stars. In the list of mouth watering machinery the Marks Turbo Renault 5 in air search yellow took the pride of place, followed by Bonds TR7 V8, the Fiat-Abarth and the Jowett Javelin.

So it was with a strong sense of 'having been here before' that us locals assembled on Tuesday night for scrutineering at Better brakes premises, Milton. Our Director Peter Marshall was there, Kerry Payne von Glubertash was selling tickets to the prize giving and dinner, Wendy Marshall was marshalling the cars, Brian Swinton was being excessively jocular. Our fiendish President Jim Reddiex (Citroen buyers have been heard to say, "It's nice to have a fiend in the business") was on the noise meter. Brad Skinners Mazda sent the pointer whizzing round the dial, I was navigating for Russell Reid and having seen what rotaries did to the noise meter I got him to coax his Mazda up a rev at a time. Another person to experience difficulties was David Kortlang in the Dennis McGreevy Stanza to be driven by Ross Dunkerton. To Davids horror the Datsun failed the noise test, but a subsequent attempt half an hour later found the car passing with ease. However Jim had a crafty poke with a piece of wire and discovered why Mrs Kortlang couldn't find anything to scrub the pots with!

Onto the briefing Friday evening. The Gazebo Hotels 10th floor function room (Whose name now escapes me, was it "La Maison de Floriat von Glubertash"?) was packed with people - talk about rub shoulders with the famous, I should have made a small charge. We queued for our road books, queued for the armed customs officers, then Peter Marshall, possibly the worse public speaker in the world, gave a briefing with Jim and Mike Mitchell acting as 'prompts' in the wings. Two brandies for TIMS and I cost \$35 (lucky we'd brought our own glasses) so we ate \$33.50 worth of sandwiches to get our 'value for money'. Then the headmaster dismissed us and the navigators and upper classed drivers went home to an early night, and the lower classes drivers went home to put the engine in, change the wiring loom, and other traditional pre-rally last minute jobs. Indeed upon reaching my Woodridge home "Gopher Yerlife" I put on my jammy wammys and competitionised the roadbook sitting up in bed.

Saturday dawned bright, what a pity we can't say the same about your editor. I normally forgo breakfast on rally mornings but as we were early to Chermside I got a toasted sandwich, this had bread so thin that I phoned Ross McWhirter of the Guinness Book of Records to see if my sandwich could get admittance. He said to post it so I wrote his address on it and popped it in the letter box. When we reached the Reid household sad tales of late nights on the engine reached us,

like the first wisp of cirro-nimbus on a hot summers day this augured ill. (Weather experts will have guessed that I know nothing about clouds either). Anyway off to the start and what a fine scene that was:

A perfect days weather. All the hub-bub of National Competition with the cars lined up on the sweeping drive above the MT-Cootha quarry. I got out and walked straight upto the James Hardie promotional tent with my hand out. Entertaining was at full swing as red blazered figures (a style of dress unique to Public Relations Dept's and New Car Salesman) administered to elderly figures with blooming white moustaches - and that was just the women. Laurie Garths was ruinging the signing on 'tent', this was actually Maxim Motors huge Citroen van, so large and grey that I fed it two buns and a banana before spotting my mistake. I ignored all the smart arses who said "Whoyerwiv Smithy?", "Russell Reid !!! gee, Let Us Pray". Actually even at a standstill Russell looked competitive, about 7 stone wringing wet I'd say, I wonder if they jacked up the suspension on my side? One big disappointment was that the Go-Go dancers on the back of the truck couldn't do their dance because of a shortage of electronic music, and did I see George Kahler (whose affiliations with the Christian Autosports are well known) with a pair of insulated scissors?

Before too long, certainly before I could find anybody gullible enough to want my autograph, we were sent on our way down the hill to the floor of the quarry by the Duke of Plazatorro. The chance of being seen on Channel 7's splendid coverage of the first stage had had a curious effect on a lot of people. Ron Wilkins was directing the traffic in the suit he got married in (the old carnation looked a bit limp Ron), Warren Tegg was starting the cars off and the back of his neck had spent two hours in make-up. Just after midday the Carr Abarth revved off and apart from gaps for advertising breaks, the Col de Cootha was alive with cars not venturing too near the edge as they ascended the lattices. This is a bit of the rally I always thinks is endless, I amused myself as well as I could - one idea I had was to have the chemical composition of gold stiched to the lapel of my overalls, so if ever I arrived at an hospital they'd fill my leg with molten gold before they knew what they were doing. One thing at least was that the stage started on our own doorstep, the only commparable event I can remember is the old Biggenden Bush Bash which had the first stage start from the end of the runway.

At last Ron Wilkins beamed at the cameras, did a little dance to show the Channel 7 producers what a versatile talent he is, and we rolled down to the start line. What followed is regarded by Russell as "the pits of my rally career". So it'll be a kindness if we don't dwell on it overlong. I braced myself so that the power wouldn't snap my head back, but when Warren "Go"d us and the clutch was brought up, the engine just died under load and we staggered off at a snails pace. Twice we came to a halt on a sharp corner, the second time we had to roll back and take a run at it, this led to Norm Fritter catching us by the finish - one saving grace is that our performance had been missed by the cameras.

(Results Format :- Classes, G = Gods, U = Upper, R = Recognised, C = Clubman, N = Novice.

Chris Brown and Allan Cutts, although excluded from the Official Results because they're "Group A" cars were found at post-rally scrutineer to have illegal modifications, are included here.

Sctual Competitors times are shown here, whereas actual penalties were frequently lower because of the nominated "Target Time")

Stage 1

1	Greg Carr	G	2.13	=20	Peter Sudiro	C	2.35	=39	Rod Bailey	N	2.49
2	Colin Bond	G	2.14	=22	Chris Brown	G	2.37		Stephan McCa	N	2.49
3	Ron Marks	U	2.19		Neil Jory	C	2.37	=43	Rod Cross	C	2.50
4	Wayne Bell	G	2.21	=24	Dale Payne	R	2.38		Allan Hill	N	2.50
5	Peter Phillips	G	2.22		Simon Passlw	C	2.38	45	Bob Crase	N	2.52
= 6	Murray Coote	G	2.23	26	Simon Kabel	C	2.40	=46	Graham Neils	N	2.53
	John Berne	G	2.23	=27	Allan Cutts	R	2.41		Andrw Jhnstn	N	2.53
	David Officer	U	2.23		R.W.Anderson	N	2.41	48	Paul Bergman	N	2.54
9	Peter Marcovich	U	2.24		Stwrt Morlad	N	2.41	=49	Pat O'Brien	N	2.55
10	Ross Dunkerton	G	2.25	30	Tim Hatley	C	2.42		Bruce Reville	N	2.55
11	Marc Roach	C	2.27	=31	Barrie Hywod	C	2.43	51	Brad Morrison	N	2.56
=12	Peter Thompson	U	2.28		John Palmer	N	2.43	=52	Pat O'Kane	N	2.56
	Grant Miller	R	2.28		Peter Herlih	N	2.43		Frnz vd Brik	N	2.59
14	P Johnson	U	2.30	34	Trevor Neils	N	2.44	54	Barry Mann	C	3.00
=15	Peter Glennie	G	2.31	=35	Kevin Harvey	G	2.45	55	Bill Porteos	N	3.01
	Adrian Taylor	R	2.31		Grant Lilley	N	2.45	56	Michael Scot	N	3.04
=17	Peter Nelson	U	2.32		Peter Johnsn	N	2.45	57	Rod Blair	N	3.06
	George Kahler	R	2.32	38	Norm Fritter	R	2.46	58	Peter Fyfe	C	3.25
19	Russell Worthn	R	2.33	=39	Peter Lokhrt	C	2.49	59	Russell Reid	U	3.41
=20	Phil McLoughln	R	2.35		Caroln O'Shs	C	2.49	60	John Sibley	C	4.17

We came off of stage 1 with Russell quite prepared to murder any who stood in his path. I saw Jim Reddiex approaching us so I murmured "Be nice to Uncle Jim" because I had a vision of Jim sticking his head in and getting it knocked out ! We found our service crew and did things like checking wires and changing plugs - but we knew it was the carbs all along. The car has it stood was not a good advert for the engine tuners, Northside Mazda. The rally then travelled through the suburbs and onto the Beerburrum forest for two stages. We went straight to Russells place at Chermside and cleaned the carbies out, but short of having all sorts of spare jets etc. there wasn't much we could do. So being rather late we arrived at the next stage and jumped the queue. I went running up the road and I could hear Desley Collins bellowing out "Are any of you imbeciles from car number twenty ?", "That's me" I cried, immediately all the assembled Collins' and Barbe's nodded their heads and said "I knew it was him". I called Russell down to the start and as he passed by I opened the door and stood in the doorway, however as I did so all the paperwork I was holding in my mouth blew up and made me totally blind. So with a minimum of time I was strapped in, Desley gave me a pat on the helmet - and we were Off. But still not at all quickly. Indeed at one or two boggy patches I though we'd grind to a halt. One ninety right had two foot deep ruts, and we were the 24th car through ! later people were sliding on the mud and finding themselves stuck in a very shallow ditch, shallow but as slippery as hell. Not all the troubles were in the competitors court however because the current Club Champion, Alan McConell, busily photographing away found that his car was immobile in the muck as well.

Stage 2

1	Greg Carr	G	4.53	11	Peter Thompsn	U	5.21	21	P Johnson	U	5.4
2	Ross Dunkerton	G	5.03	12	Marc Roach	C	5.24	=22	Dale Payne	R	5.5
= 3	Peter Phillips	G	5.07	13	Adrian Taylor	R	5.26		Simon Passlw	C	5.5
	David Officer	U	5.07	14	Peter Marcvch	U	5.31		Grant Lilley	N	5.5
5	Wayne Bell	G	5.08	15	Peter Nelson	U	5.34	25	Phil McLghln	R	5.5
6	John Berne	G	5.11	16	George Kahler	R	5.37	=26	Barry Mann	C	6.0
= 7	Colin Bond	G	5.15	17	Grant Miller	R	5.38		Simon Kabel	C	6.0
	Ron Marks	U	5.15	18	Norm Fritter	R	5.42	28	Tim Hatley	C	6.0
= 9	Murray Coote	G	5.18	19	Peter Sudiro	C	5.45	29	Kevin Harvey	C	6.0
	Peter Glennie	G	5.18	20	Neil Jory	C	5.46	=30	Allan Cutts	R	6.0

Stage 2 (Cont)

=30 Pat O'Brien	N	6.09	40 Pat O'kane	N	6.39	=47 Allan Hill	N	7.01
32 Rod Cross	C	6.11	41 R.W.Anderson	N	6.53	50 Russell Reid	U	7.07
=33 Peter Lockhart	C	6.15	42 Andrw Johnstn	N	6.54	51 Bruce Revile	N	7.11
Rod Bailey	N	6.15	43 Graham Neilsn	N	6.56	53 John Sidley	C	7.38
35 Barrie Hayward	C	6.17	44 Peter Johnson	N	6.58	54 Fz vd Brink	N	21.01
36 Stephn McCabe	N	6.28	45 Rssl Wrthgtn	R	7.01	55 Chris Brown	G	35.00
37 Croln O'Shansy	C	6.30	46 Paul Bergmann	N	7.02	56 Bill Portes	N	44.42
38 Stwrt Morland	N	6.32	=47 Brad Morrison	N	7.03			
39 John Palmer	N	6.37	Michael Scott	N	7.03			

We then had a short run to the next stage, B.S.C.C.'s classic "Big Balls" a mainly top gear run over the sandy tracks in the Beerburum forest. Our presence was purely honorary as we were really taking the shortest course home. At the start of the stage Russell eased off the line with the minimum of throttle and thanks to the downhill start to Big Balls we actually had a brief few seconds at a competitive speed - but not for long! At one point Russell had a camera pointed at him so he took both hands off the wheel, a dramatic photo indeed. At THE spectator point an annual yump was this year a deep watersplash, it was almost the end of us as we went in at 35bhp and came out at 15bhp. After this distressing stage Russell took me back to his place for TIMS to collect (She'd been to the bloody ballet would you believe) and I was home in time to see Young Talent Time on the television - and you think you were having a touch time.

Stage 3

1 Greg Carr	G	5.22	20 P Johnson	U	6.12	=39 Rod Cross	C	6.38
2 Ross Dunkerton	G	5.29	21 Phil McLoughn	R	6.13	R.W.Anderson	N	6.38
3 Peter Glennie	G	5.32	22 Peter Sudiro	C	6.14	=41 Peter Lockht	C	6.39
4 Peter Phillips	G	5.34	23 Dale Payne	R	6.15	Stwrt Morlad	N	6.39
5 John Berne	G	5.36	=24 Norm Fritter	R	6.17	43 Allan Hill	N	6.48
6 Peter Thompson	U	5.38	Kevin Harvey	C	6.17	=44 John Palmer	N	6.48
= 7 Colon Bond	G	5.47	=26 Barrie Haywrd	C	6.19	Michael Scot	N	6.48
Murray Coote	G	5.47	Simon Kabel	C	6.19	46 Brad Morrison	N	6.56
9 Ron Marks	U	5.50	Crln O'Shaney	C	6.19	47 Paul Bergman	N	6.58
=10 Wayne Bell	G	5.54	29 Adrian Taylor	R	6.20	48 Bill Portes	N	6.59
David Officer	U	5.54	30 Pat O'Brien	N	6.22	49 Pat O'Kane	N	7.05
Marc Roach	C	5.54	=31 Rssl Wrthgtn	R	6.24	=50 Graham Neiln	N	7.13
13 Grant Lilley	N	5.56	Allan Cutts	R	6.24	Andrw Johnst	N	7.13
14 Neil Jory	C	5.57	33 Peter Johnson	N	6.25	52 Bruce Revile	N	7.15
15 George Kahler	R	5.58	34 Tim Hatley	C	6.28	53 Robert Crase	N	7.18
16 Peter Marcovih	U	5.59	35 Rod Bailey	N	6.32	54 Russell Reid	U	7.23
17 Chris Brown	G	6.05	36 Stephen McCab	N	6.33	55 John Sibley	C	7.50
18 Peter Nelson	U	6.08	37 Barry Mann	C	6.35	56 Grant Miller	R	9.05
19 Simon Passlow	C	6.09	38 Fz vd Brink	N	6.36			

After Big Balls

1 Greg Carr	G	12.28	13 Peter MarcovhU	13.54	25 Simon Kabel	C	14.59	
2 Ross Dunkertn	G	12.57	14 George Kahlr	R	14.07	26 Kevin Harvy	C	15.07
3 Peter Phillip	G	13.03	15 Peter Nelson	U	14.14	=27 Allan Cutts	R	15.14
4 John Berne	G	13.10	16 Adrian Taylr	R	14.17	Tim Hatley	C	15.14
5 Colin Bond	G	13.16	17 Neil Jory	C	14.20	29 Barrie Hywd	C	15.19
6 Peter Glennie	G	13.21	18 P Johnson	U	14.30	30 Croln O'Shn	C	15.23
7 Wayne Bell	G	13.23	19 Grant LilleybN	14.33	31 Pat O'Brien	N	15.26	
= 8 David Officer	U	13.24	20 Peter Sudiro	C	14.34	32 Barry Mann	C	15.35
Ron Martin	U	13.24	21 Simon Passlw	C	14.39	33 Rod Bailey	N	15.36
10 Peter Thmpson	U	13.27	22 Phil McLghln	R	14.44	34 Rod Cross	C	15.39
11 Murray Coote	G	13.28	=23 Norm Fritter	R	14.45	35 Peter LockhtC	15.43	
12 Marc Roach	C	13.45	Dale Payne	R	14.45	36 Stwrt Morla	N	15.52

After Big Balls (Cont)

37 Russell Wrtngr R 15.58	44 Paul Bergman N 16.54	51 Russell Reid U 18.11
=38 John Palmer N 16.08	=45 Brad Morrish N 16.55	52 Robert Cras N 29.04
Peter Johnson N 16.08	Michael Scot N 16.55	53 Frz vd Brnk N 30.38
40 R.W. Anderson N 16.12	47 Andrew Jonst N 17.00	54 Chris Brown G 43.42
41 Allan Hill N 16.39	48 Graham Neils N 17.02	55 Bill Portes N 54.42
42 Pat O'Kane N 16.43	49 Grant Miller R 17.11	56 John Sibley C 55.45
43 Stephen McCabe N 16.50	50 Bruce Revile N 17.21	

Apart from Russell Reid and myself the first three stages had also seen the demise of the following :- A clubman called Peter Fyfe had lost 2nd gear, Peter Herliher/Bruce Langan had engine failure, Stephen McCabe/Ian Reddix went out with wheel trouble, Trevor Neilson from the Gold Coast and Rod Blair/David Blair had just disappeared. Not many retirements after 15 minutes of competition, a lot better than the Off Road people can do anyway (dig ! dig !).

Class Top3

<u>G</u>		<u>U</u>		<u>R</u>	
Greg Carr	12.28	David Officer	13.24	George Kahler	14.07
Ross Dunkerton	12.57	Ron Marks	13.24	Adrian Taylor	14.17
Peter Phillips	13.23	Peter Thompson	13.27	Phil McLoughlin	14.44
		<u>N</u>			
Marc Roach	13.45	Grant Lilley	14.33		
Neil Jory	14.20	Pat O'Brien	15.26		
Peter Sudiro	14.34	Rod Bailey	15.36		

So Greg Carr was forging ahead and our own Peter Phillips was only 6 seconds behind Ross Dunkerton (although we must say in all fairness that Ross' Stanza was a strange car to him). The next class saw a duel between David Officer and Ron Marks, we'd seen Rons service crew just outside of Beerburrum (where they'd obviously gone as the result of an emergency call because it wasn't a service area) working on the delectable Turbo's exhaust - gee a nice car like that and the exhaust goes suddenly mouldy. The Reco class saw a fine run from a re-vitalised George Kahler in his Escort, he was 10 seconds ahead of the meteoric Adrian Taylor in his 1600 Civic. The Clubmans Class wasn't just led it was dominated by Marc Roach, 35 seconds in front of Neil Jory who was another who'd refound front running ability after a year in the doldrums. A vastly improved Peter Sudiro was just 14 seconds behind. Grant Lilley was just eating the Novice class, 53 seconds in front Pat O'Brien who was menaced by a very in form Rod Bailey.

Stage 4

1 Greg Carr	G 6.59	19 Phil McLoulin	R 7.43	37 Pat O'Brien	N 8.30
2 David Officer	U 7.07	20 Chris Brown	G 7.48	38 Peter Johnsn	N 8.31
3 Wayne Bell	G 7.08	21 Barrie Haywod	C 7.54	39 Grant Lilley	N 8.43
= 4 Ross Dunkerton	G 7.10	22 P Johnson	U 7.57	=40 John Palmer	N 8.48
Ron Marks	U 7.10	23 R.W.Anderson	N 7.58	Bill Porteus	N 8.48
6 Murray Coote	G 7.12	24 Simon Kabel	C 8.00	42 Allan Hill	N 8.52
7 Peter Phillips	G 7.17	25 Russell Wrtn	R 8.01	43 Bruce Revile	N 8.54
8 John Berne	G 7.18	=26 Peter Sudiro	C 8.02	=44 Brad Morrish	N 8.59
= 9 Peter Marcovich	U 7.21	Tim Hatley	C 8.02	Frz vd Brink	N 8.59
Peter Thompson	U 7.21	=28 Barry Mann	C 8.04	=46 Michael Scot	N 9.01
11 Grant Miller	R 7.22	Neil Jory	C 8.04	John Sibley	C 9.01
12 Peter Nelson	U 7.26	30 Kevin Harvey	C 8.06	48 Pat O'Kane	N 9.05
13 Adrian Taylor	R 7.30	31 Simon Passlow	C 8.07	49 Carln O'Shan	C 9.09
14 Marc Roach	C 7.33	=32 Dale Payne	R 8.12	50 Graham Neils	N 9.13
=15 Colin Bond	G 7.35	Peter Lockhrt	C 8.12	51 Paul Bergman	N 9.27
George Kahler	R 7.35	34 Rod Cross	C 8.13	52 Robert Crase	N 9.29
17 Norm Fritter	R 7.40	35 Allan Cutts	R 8.14	53 Andrew Johnn	N 9.33
18 Peter Glennie	G 7.41	36 Rod Bailey	N 8.23	54 Stert MorladN	15.46

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Work: 2244824

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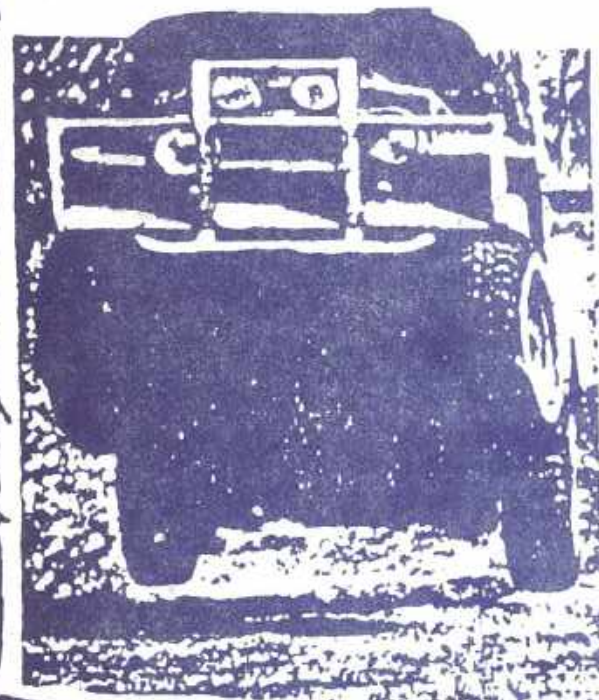
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**We're good in electrics
because of our CHARGE**

It doesn't make cents to charge less !

The last two board meetings devoted quite some time to a subject that seems to be discussed regularly - How much should it cost to pop a ring-pull ?

It was suggested that some members were finding the soft drink prices too dear. After a long discussion it was decided to leave all prices at their present level. This is an attempt to outline our reasons.

- 1) We feel that it is justified to add a "mark up" of roughly 25% to the clubs purchase price. This goes some way towards covering running expenses. These include rates, repairs, power, refrigeration etc. To overcome problems with finding change we "round up" to a convenient price.
- 2) We try to purchase at the best prices in the most economical quantities but there are a few factors that prevent us obtaining any "super" deals.
- 3) Our limited cooling capacity means that we must buy most drinks already cold.
- 4) Our past problems with security suggest that it is not wise to keep large stocks on hand.
- 5) Any arrangements must be convenient for those people (particularly John Hall) who already give more of their time than 90% of other members in helping to provide services for clubmembers.

We feel that our prices are still cheaper than just about anybody else where drinks are sold singly (except maybe the school tuckshop). It seems a small price to pay for congenial company. Any profit goes towards the running of the club - if it didn't come from the drinks the money would have to come from somewhere else - membership fees ?

Which leads us to another topic discussed. This is the number of people who still regularly attend the club although their membership has lapsed. Whilst we think the clubrooms should be a place where people can meet and bring their friends, we do feel that there is an element of 'bludging' by those regulars who use the clubs facilities without contributing to their upkeep. If you know of anyone in this category maybe a tactful word in their ear would be worthwhile since they are no longer receiving a magazine.

PM

-0-

For Sale

VW Beetle, 1969 1500 in gleaming white duco. Registered until Feb '84 Very Good Condition. Reconditioned Engine. R.W.Ø.

\$1600 First To See Will Buy This Little Beauty. Ideal Ladies Car (Or man with limp wrist)

Contact Warren Tegg (No Inferences to be drawn)
48 3889 (Home), 394 1922 (Work) 341 8233(?)
and Frozen Tundra 687 between 2am - 4am

CLUB NIGHT RUN CALAMITY - 27th JULY 1983.

The Club's three most regular night run drivers all expressed similar emotion about the unfortunate mishaps and substandard organisation which surrounded the execution of this event. Displeasure was obvious from a few people regarding the lack of attention to the Club Night Run Guidelines to planning this course. I wish to point out in particular a couple of important extracts from these Guidelines:- "ROUTE (3). 'The answers to questions must be located such that answering them does not create a traffic hazard or disturb residents', also "ROUTE (4) 'The answers to questions must not be at private homes' - future touring assembly organisers, we, the competitors, trust you will take heed.

The Guidelines also stipulate that instructions must list the names of organiser and course checker, however, I cannot comment personally on the presence of this information considering that half a line of route chart and eight or so questions had been obscured by liquid paper on our sheet only.

Pete Smith/Kel Taylor incurred no penalties on the night as was the case with my wife Del and myself (and justly so we feel). Alan McConnell/Mark Lewis lost forty points to place third in front of Greg and Leigh- Ellen Yeomans who dropped ninety along with Ross and Kerrie Walsh, the latter pair feeling more than a little left out at the finish when no-one had the enthusiasm to explain where they went wrong.

In the very near future we wish to call a gathering of interested Touring Assembly competitors, where in discussing the future of these monthly outings we hope to resolve any problems facing us presently.

YOURS IN MOTOR SPORT

Peter Garbett.

RESULTS CLUB NIGHT RUN 27th JULY 1983

Peter Garbett/Del Garbett	Nil points loss
Pete Smith/Kel Taylor	Nil points loss
Alan McConnell/Mark Lewis	40 40
Ross Walsh/Kerrie Walsh	90 90
Greg Yeomans/Leigh- Ellen Yeomans	90
S. Gaylord/Neil Jory	120
Wilson Boyd/Beryl Boyd	130
Alan Ball/Rod White	? (returned to Club after closing time)
Cameron Neilsen	D.N.F.

"The Night Run" Night Run

July 27th 1983

Yes being a Night Run driver certainly beats navigating on rallies I thought to myself, I turned the radio and the heater down a bit and watched a thin english drizzle slide coldly down the windscreen. My navigator, Kelvin Taylor, was at that moment hot-footing it across a bridge to find the number of the lightpole on the other side, my only regret was that I didn't have a kit-kat to while away the time.

Kelvin had come fully prepared for this trip, all the way down to an intense light that plugged into the cigar lighter. I don't think I've ever been so embarrassed as he blew people out of their armchairs whilst searching for 'clues'. Young passionate and presumably weatherproof young couples, clamped into a concatenation of unseemly parts, suddenly found themselves lit up like flies on a white ceiling as Kelvin shouted "Excuse me, do you know whose phone number 398 1194 is?". Probably the worse moment was outside Lang Park, filled with a capacity crowd for the footy, Kelvins light eclipsed the stadiums towers and swept across the crowd like the Martian death beam from the "War of the Worlds". After the run had finished my battery had shrunk to the size of a cigarette packet.

Charlie Blake and Tony Hazeldine were responsible for our entertainment, sending us down dark alleyways in South Brisbane (If we'd had a puncture I would have stayed in the car and asked one of the available tuggers to change it for me) and on towards The Gap and Kilcoy. A tricky night but Kelvin was really in the groove and kept us flowing along, our only hiccup being the finding of a phone number that had Kelvin prowling the ground of The Gap Kindergarten like a busy pyromaniac.

Such was the lads progress that we returned to the club ages before everybody else, and finished the joint winners with Peter and Del Garbett. Very Well Done Charlie and Tony, and a big carrot to Kelvin (to help him see even better in the dark).



After ^{he} finished the event, Peter Garbett has a few words with Charlie Blake

Results

= 1st	Pete Smith/Kelvin Taylor	= 4th	Ross Walsh/Kerry Walsh
	Peter Garbett/Del Garbett	6th	Neil Jory / S Gaylord
3rd	Alan McConnell/Mark Lewis	7th	W Boyd / B Boyd
=44th	Greg Yeoman/Leigh Yeoman	8th	Cameron Neilson / Postno Bills von Glubertash

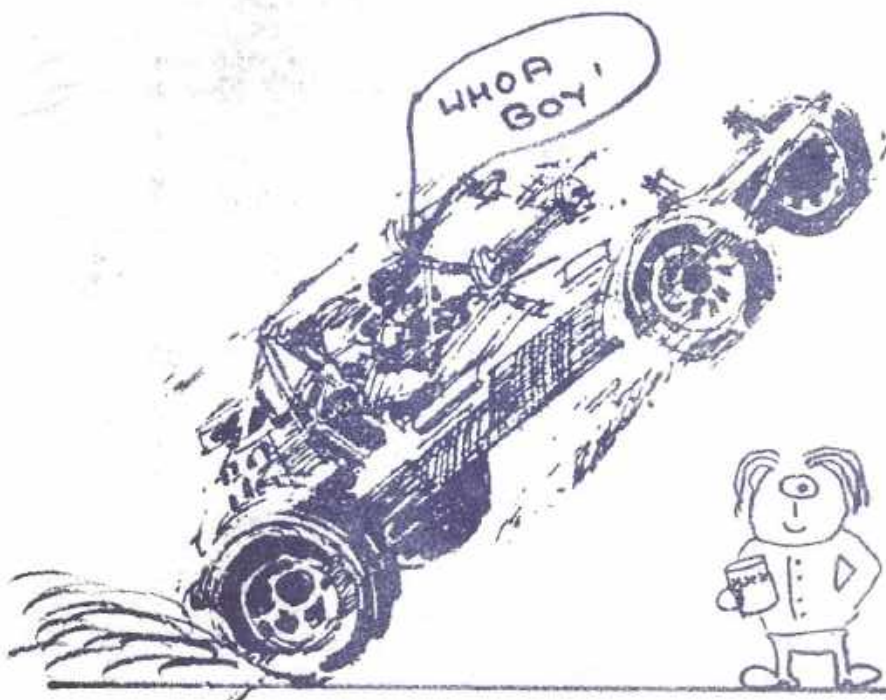
CREEK ACTION!

SHORT COURSE

SEPTEMBER 11TH

A THRILL A MINUTE from Pat COLLINS

RALLY CARS
MORE THAN
WELCOME!



← TYPICAL BSCC MEMBER
(BUT NOT CHRISTINE BRAND,
ROBERTA BARBE, JANELLE
SVENSON OR INDEED
ANY OF THE LADIES)
TAKING IN THE ACTION.

TO REACH PURGA CREEK:- LEAVE IPSWICH
HEADING TOWARDS WARWICK, TAKE THE BOONAH
TURNOFF, 5.9 KM TURN RIGHT ONTO PURGA CREEK
SCHOOL ROAD, 1.6 KM TURN LEFT ONTO DIRT ROAD,
2.2 KM TURN RIGHT ONTO THE PROPERTY.

IF YOU FIND THAT LIVES JUST A
VULGAR FRACTION
WATCH OFF ROAD, IT'S ALL THE
ACTION !!

(COPYRIGHT:- W. SHAKESPEARE ESQ)

PURGA

DOUBLE

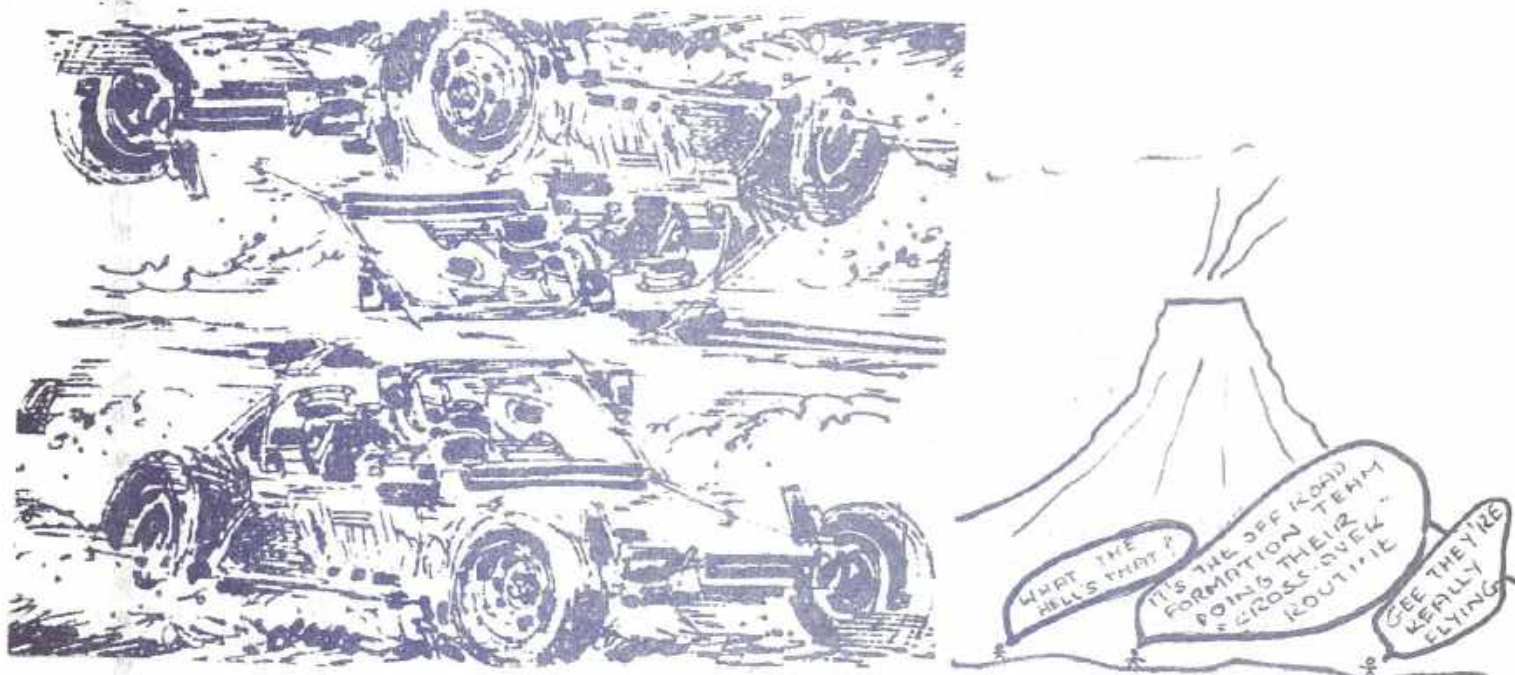
LONG COURSE

AUGUST 21ST

PERFORMANCE STEERING

AND TUNING ENDURO

by Terry Coneely



YOU THRILLED TO THE ACTION ON
TELEVISION - NOW GET IT IN THE
FLESH. SPECTATING FUN FOR
THE WHOLE FAMILY.

PLEASE TAKE YOUR LITTER HOME!

MIND THAT CHILD! NO BEER IN THE PITS

I have decided to repeat in full the following CAMS communication that was sent to me by "A Well Meaning Friend" - this of course is a standard alias for any interfering busybody; i.e. :-

Mrs Glubertash

Your husband Hurd is not earning \$3000 per week down the mines at Mount Morgan, he is a naked go-go dancer on a prawn boat out of Gladstone.

A Well Meaning Friend

(I have taken the liberty of cleaning up CAMS atrocious speling)

PREAMBLE - GROUP A - AUSTRALIAN MODIFIED RALLY CARS

"Group A" will not make existing rally cars redundant !

The National Rally Committee proposal is to gradually introduce revised vehicle modifications for rally cars in Australia.

The proposal is strongly aligned to the international standard of rallying adopted by FISA and is modified to include Australian built and assembled vehicles.

The base parameters to which a vehicle will be able to be modified is known as "FISA Group A" (as set out in the CAMS Manual on pages 104-111).

"Group A" provides an alternative concept to rallying as we have come to experience it, but in some ways only, and in most ways nothing will change dramatically:

- .. There will still be fast and powerful rally cars
- .. There will still be "sideways driving"
- .. There will still be innovation in building cars
- .. There will still be a great amount of skill involved in all facets of rallying.

"Group A" will also provide :-

- greater equality in the fields thus providing for more even competitiveness in different levels of rallying.
- more diversified number of models of cars in the field
- overall, lower costs to the competitor although initial cost may be higher
- the basis for the re-introduction of factory supported teams, as they will not be competing against "one off specials"
- the basis for the conduct of events to attract international drivers and cars

The hows and whys of these points can lead to a lengthy discussion, however it is this paper's intention to point out the scope of how cars may be modified under the "Group A" parameters and to dispel many of the initial adverse reactions that were put forward, some two or three years ago, when new rally regulations were mooted.

Firstly, it must be understood that it is not the intention of CAMS to erode the eligibility of "Group G" rally cars. The schedule calls for a phase in period for "Group A" over six years, by which time most of today's rally cars will not exist.

The gradual introduction of "Group A" will help competitors who prepare their vehicles to come to grips with the new modification limits on rally cars.

In general, "Group A" rules allow the modifications to a vehicle to enable it to stand up to the rigours of competition whilst retaining the principal standard characteristics of that particular vehicle, especially where they are visible to the public eye.

CAMS holds either recognition documents, homologation papers or data sheets which relate to all cars that will run in the new "Group A" category. The car must be as described in the relevant papers, apart from the areas where modifications are allowed under the "Group A" regulations. In other words, if it is not in the "Group A" regulations to permit modifications then modifications must not be made.

VEHICLE ELIGIBILITY

Vehicle eligibility for Australian rallying will be based on :-

GROUP G - RALLY CARS

Eligibility as per 1983 CAMS Manual page 332, and includes vehicles classified under the following categories :-

- a) CAMS Recognised Australian Touring Cars :-
 - CAMS Group C (Manual page 305)
 - CAMS Group E (Manual page 318)
- b) FISA Recognised Cars under :-
 - FISA Groups A and B
 - FISA Groups 1, 2, 3 and 4

Modifications as per Group G (Manual pages 332-334).

GROUP A - AUSTRALIAN MODIFIED RALLY CARS

Eligibility to include vehicles classified under the following categories :

- a) CAMS Recognised Australian Touring Cars :-
 - CAMS Group C (Manual page 305)
 - CAMS Group E (Manual Page 318)
- b) FISA Recognised cars under :-
 - FISA Group A
 - FISA Group 1

Modifications to be as per FISA Group A (Manual Page 104-111).

PLAN/SCHEDULE FOR PHASING IN "GROUP A" - AUSTRALIAN MODIFIED RALLY CARS

1984:- ARC - "Group G" and "Group A" cars, with age of cars limited to seven years to be eligible for ARC points*.

All other events ** - "group G" and "Group A" cars.

1985:- ARC - "Group G" and "Group A" cars, with age of cars limited to six years to be eligible for ARC points*.

Prizemoney to be biased 2:1 towards "Group A".

All other events* - "Group G" and "Group A" cars.

1986:- ARC - "Group A" cars only, with age of cars limited to five years to be eligible for ARC points*.

All other events** - "Group G" and "Group A" cars, save that Group G cars must have a motor of a type recognised as being manufactured for that vehicle.

1987:- ARC, State Championship/Series - "Group A" cars only.

All other events** - "Group G" and "Group A" cars.

1989 - All events contested by road registered vehicles :-
"Group A" cars only.

* - That is, from the date on which the series production of the said model has been stopped, except that the age limit may not necessarily apply to such events as Touring Assemblies, Veteran Runs, other non-competitive events or those conducted with a special permit.

** - Save that any new major National or International rally should be for "Group A" cars only.

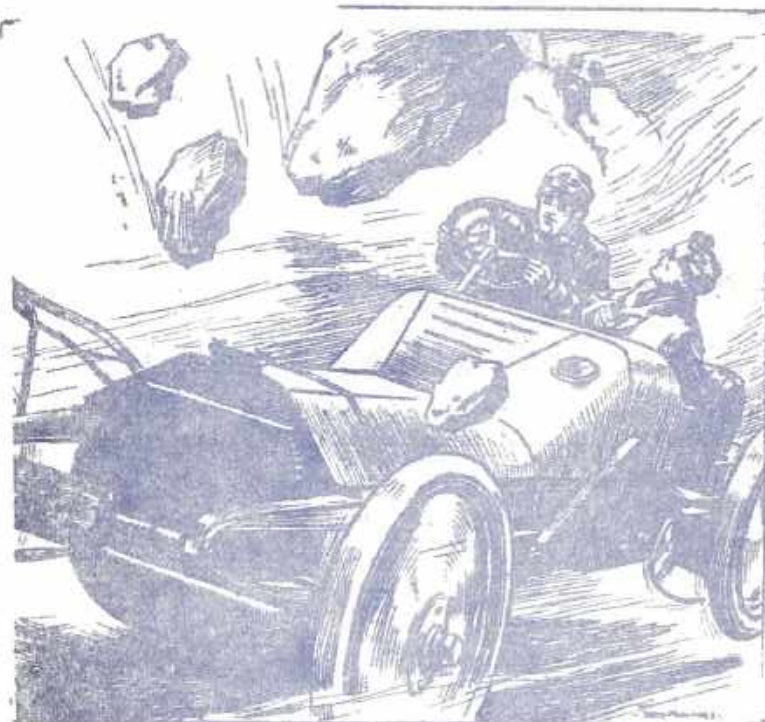
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There we are, the end of civilization as we know it, one really doesn't know what to say except - What harm to the public, or the standing of Motor Sport in Australia, have the old free-for-all rally cars done? In six years time when a spectator on the James Hardie National Rally says "I MUST have a go myself", he won't be able to buy a 10 year old sedan, strip it, weld it, put the essential bits back, throw in a cage and a sumpguard, bolt a Weber on the rebuilt motor and find himself almost competitive for \$2200. No he'll have to get a car that isn't even built yet and he'll get nowhere for under \$6500 - it'll be more fun at the Speedway in the nineties.

-0-

Forthcoming Event

THE COURIER-MAIL GREAT MALL to MALL RACE
SUNDAY AUGUST 28th 1983



I bet more people in Queensland have spent more hours sweating over strange bits of machinery because of this event, than ever, in the field of human conflict.

I don't know what sort of media coverage the CM have arranged but if it's on it'll be worth watching. The first two classes for Jet and Prop aircraft leave from Townsville's Mall at 10am, and the daft souls in Class 3 (which covers travel on land) start at 10.15am. With everything entered from Messerschmits to motorised beds my Jowett Javelin is very small fish indeed. However I've been slaving away trying to get the thing 1000 mile journey proof, as to whether

I've succeeded I'll just have to see. I'm taking with me Peter Whalley (who knows everybody enroute) and a Albury Jowett expert, Chris Grogan. If all goes well we should get to Brisbane about 5am on Monday 29th. We (the Jowett Car Club) had entered two Javelins but the Bald Hills one looks an unlikely runner, we may substitute a 1934 Chevrolet (Booo !), a full report of the Mille-Miglia-Mall to Mall 'race' will appear in the next magazine.

Tazio Nuvolari

THE CONTINUING SAGA OF THE MACLEAY 1000.

After 2 D.N.F.'s. at this event, we finally made the grade. (Of course this would have been impossible without his pit crew (!!!!!))

The problems started when Geoff blew up his tow car (another Mercedes) on his way to Griffiths earlier in the year. In true Cedric style - he bought himself a Valiant and did the rest of the trip - sold it for a profit on his return.

Didn't get around to repairing the Mercedes because we had to repair sadly neglected Daihatsu for Kooralbyn.

This was a pretty spectacular event - hope you boys run it again.

Cedric lost steerage on the second loop (if anyone finds it he may like to have it back for next time) - Broke a CV joint when he hit a stump and did 1½ loops with loose bolts on the hub to keep going.

Fortunately, amongst the grotty cardboard boxes of assorted rubbish we found another front axle section. Mad cleaning - stripping - operation to get him back on the track for the 4th loop.

Old faithful managed to finish the event (the Daihatsue I mean).

We then merrily stripped down the Mercedes to get him to Kempsey for the above event. Quite a number of problems - enough hardware in there to put me off Benzseses for life, when we were merrily advised that the Bushdriver Buggy was a non-event.

This 2 weekends before the Macleay 1000.

The man couldn't miss an event, so we stripped Daihatsu down too - at least we know which end is up with her.

Stripped out engine - gearbox - steering box - mudguards and front body sections. Chassis showed a mere 3" out of line when he hit a (??) tree when he stuffed said steering box. Had this straightened Monday.

Much overhauling of gearbox, straightening panels etc.

Saturday morning the gearbox and motor went in - steering box - re-welded panels - roll cage etc. - and down to Mayne for scrutineering. At the same time Mercedes bits were flying in all directions - also Sunday, Monday, Tuesday and Wednesday, and Thursday nights to the wee small hours.

We arrived at the motel in Kempsey at about midnight - after leaving home at 2 p.m., so it must have been a choice trip - still new rings etc. in the Mercedes (towing upwards of 1½ tonnes of battered Daihatsu)

We arrived at 12.30 - all these Queensland number plates around - thanks to Barry Massey's advice, we all had somewhere to sleep.

Now to the event:-

After briefing we passed the grand parade going the other way, intending to set up the pits. When we arrived, we found that the BILSTEIN tent was filling the space for the majority of the Queensland team. We found out why - their allocated spot was too far away from the T.V. cameras (but they fell in there, because they would have been right in line with one of the jumps). This left a space of about 10' for 6 crews, which is hardly fair play, but our friends, apart from wanting about 30' of the 6'6" we were allocated got a bit stropky when we parked in our ALLOCATED space. But perhaps they can't read their Supp. Regs. I am sure 60 looks like 12 to them. So remember - next time you buy shockies - DONT BUY BILSTEIN.

Anyway, the event was most spectacular - heaps of action within easy distance of the facilities. Cedric reported much drama out on the track, but so far we seem to be let off lightly with 2 flat tyres and 2 broken leaves (as well as 1 broken rib for Cedric).

Still, he managed a fairly credible showing I think - even though the announcers didn't seem to know which end was up and advised us all that he had only done 3 long and not the 4 plus 2 short.

Maybe they are not used to crazy red-headed birds advising them of their probable parentage.

Fortunately, Cedric came back about then, and had a few words to say. I left as the local fuzzi suggested that I might enjoy a stay for an extra couple of days in the area to 'cool down', so we all adjourned to the official tent.

You, the fortunate ones who were in attendance, must admit that all we heard were the front 3 or 4 buggies and the OME team's progress, and when we do finally get a mention, they foul it all up.

By all means, get your big name draw cards - but the majority of spectators were interested in their local teams too. Also, seems like the T.V. cameras were only interested in the big shots - well we will have to wait for their transmission on Saturday wont we.

Anyway, I had a great weekend - I always enjoy a good 'blue' to get the adrenalin going now I am not an active participant (?) although I seem to be doing more running around now than in the 'good old days'.

P.S. I have to mention the guys with their cut-down Daihatsu hardtop. Terrific show for their first time out, with a completely standard vehicle (except for the top) and they were still going at the end, in fine style.

Hopefully we will see them at more events.

Regards to all other 'mad off-roaders'.

Pat McCreery.

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picks up a copy --- of
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TO RON WILKINS
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ALSO

A FEW
JAMIES HARDIE
T,SHIRTS AVAILABLE
\$7.00. each

Would have visit the club. Got as far as the door. They'd have asked me about you, - don't get around much anymore.

THE DEAR DEPARTED - THEIR NAME LIVETH FOR EVERMORE.

Steve Ackerman	Wayne Hufschmid	Graeme Robertson
Hannu Arvelin	Rodney Hutton	Kerry Rassmussen
Peter Ardill	Keven Hufschmid	Gwenda Rae Deacon
Jose Arrabal	Peter Hutton	Mark Rodway
Graeme Adair	Kevin Harvey	Garry Read
Jo-Anne Ackerman	Mary Harbeck	Robert Rust
Stephen Barbe	Paul Henningsen	Shane Rushbrook
Bruce Borchardt	Wayne Hickey	Neville Roser
John Beggs	Irene Holland	Anthony Roberts
Gregory Bertram	David Henry	Angelo Rossetto
Allan Brown	Rosemary Horn	Stuart Rose
Faye Ball	Peter Itzstein	Gunter Schmied
Kevin Boyd	David Irwin	Paul Swenson
Gaye Bradley	Tayne Johnston	Peter Spring
Raymond Bowles	Roy Jeffery	Ross Stanfield
Mark Bradsworth	Donna Kabel	Sherry Smith
Michael Bytheway	Richard Kelly	Lindsay Sutherland
Mark Bollen	Peter Koskinen	Robert Sherrin
Ralph Beaumont	Wayne Kirby	Merran Spring
Robert Butter	Graeme Knipe	David Shannon
Michael Chapman	David Kruger	Brendon Simson
Glen Carpenter	Ari Koskinen	Con Siantis
Lynne Carpenter	Lenore Leavey	Richard Steele
Sandra Chalk	Jenny Lemke	Kim Steele
Russell Crew	Moss Lane	Lynette Smith
Neale Carter	Grant Lilley	William Sharpe
Louise Convy	Paul Lewin	Rodney Skennerton
Bernard Carney	Howard Ludgate	Gregory Scott
David Coe	Bruce McCubben	Rick Stroud
Joe Cotterill	Peter McMahan	John Siemon
Hugh Campbell	Brian Mannion	Andrew Swanson
Rod Castillo	David Mundy	Andrea Swinglehurst
Glenda Crew	Chris Michel	Judith Stroud
Mike Davis	Charles Muir	Barry Torrens
Gary Duckett	Don McClymont	Alan Thompson
John Daffy	Micahel McBride	Kurt Turner
Dean Dempsey	Gregory McLachlan	Julie Torney
Robert Diegan	Glen McGrath	Fred Van Tuinen
Ann Evans	Shane McGrath	Ronald Van Der Haar
Chris Goodreid	James Muir	Lesleigh Wagner
Radford Guerin	Colin Mc Cudden	Ronald Wanless
Heather Graham	Paul Mroz	Dellerie Weber
Bruce Grigg	Dolores McLaughlin	Ian Wilkinson
Oriano Giammichele	Jennifer Matheson	June Wilkins
Sue Griffin	Mike Norris	Peter Whalley
Greg Gilliland	Rodney Nealon	Noelene Whalley
Kerry Gilliland	Peter O'Connor	Paul Woosley
Bruce Garland	Gregory Osborne	John Ward
Fiona Girle	Wayne Poulton	David Wallace
Mark Gastaldin	David Pearson	Colin Young
Virginia Gillespie	Brendan Pratt	John Young
Hilary Garth	Ian Riedel	
Glen Gore	Peter Robinson	

Members in '82 but not in '83. We're wondering why, casually ask them and let a Board Member know - we'd be most grateful.

GARDEN CITY MOTORKHANA - 7th AUGUST 1983

Only a relatively small field of sixteen cars entered Laurie Streitberg's Club Motorkhana on the 7th August. Garden City's General Manager again came good with the provision of a venue - the "Black" tarmac car park at the Upper Mount Gravatt shopping complex. The event was short and sweet commencing at 10.30 am and with lunch break inclusive, the car park was deserted at 2.00 pm. - in time to catch the majority of the race telecast from Amaroo Park. Noelle and Lee Drummond chose this day to return to the action however, their F100 blew a rear wheel cylinder causing Lee to charge through the finish garage of the first test the Serpentine, at full pace. Lee shortly afterwards elected to return home to effect repairs whilst Noelle continued driving Ian Fink's VW.

Ray Kemp famous for his exploits in Alan Ball's 1600, debuted his cumbersome looking though not surprisingly competitive RA40 Celica. Lin Neilson continues to impress with his ever improving consistent tidy driving which took him to fourth on the day behind Ian Fink. Lin's 1600 must surely valve-bounce more than any other Datsun of the same model. Incidentally, at the completion of the last test the Double Bone, Lin had a failure in the throttle linkage department - a result no doubt of his scorching final effort.

Ross Perry took advantage of Steve McCabe on the Double Bone to win the event when the latter hit a pole in both runs of this test. Del Garbett put her husband to shame in the Hopkirk - both times Pete had to reverse and have another go at entering the intermediate garage.

Tony Howard was giving a first outing to his newly acquired ex-Peter Phillips, Don Gibson and Alan Stean 1600. Pat O'Brien proved his ability in motorkhana-ing however striking markers put paid to his possible sixth outright.

Bitumen contests seem to bring out the more serious competitors - a third of the field either experienced a loss of brakes of varying amounts or were observed adjusting rear stoppers and hand brakes. Thank you Laurie Streitberg for a fun day, thanks also to Steward Alan Ball, chief time keepers Kerrie Walsh and Peter Johnson, and finally to Alan McConnell for going to work after the second test allowing everyone else to move up a place.

One question remains unanswered about this event - Where was Peter Smith?

RESULTS MOTORKHANA 7th AUGUST 1983

<u>TEST ONE</u>	<u>SERPENTINE</u>	<u>TEST TWO</u>	<u>HOPKIRK</u>	<u>TEST THREE</u>	<u>FORWARD AND REVERSE SLALOM</u>
Ross Perry	21.96	Steve McCabe	26.27	Steve McCabe	19.29
Steve McCabe	23.17	Ross Perry	26.95	Ross Perry	20.29
Ian Fink	24.84	Alan McConnell	33.62	Ian Fink	20.47
Alan McConnell	25.00	Lin Melton	34.41	Peter Garbett	22.31
Lee Drummond	25.03	Ian Fink	34.46	Lin Melton	24.55
Lin Melton	25.89	Pat O'Brien	39.13	Alan Clunes	25.37
Peter Garbett	26.6	Peter Garbett	39.27	David Martin	26.11
David Martin	27.39	David Martin	39.43	Ray Kemp	28.73
Cameron Neilsen	28.02	Cameron Neilsen	41.16	Del Garbett	28.88
Ross Walsh	28.9	Alan Clunes	41.52	Ross Walsh	29.81
Del Garbett	29.29	Del Garbett	42.67	Pat O'Brien	29.99
Tony Howard	29.49	Ross Walsh	43.48	Cameron Neilsen	30.04
Ray Kemp	29.74	Tony Howard	44.38	Tony Howard	30.35
Alan Clunes	30.70	Ray Kemp	46.87	Noelle Drummond	34.51
Noelle Drummond	33.73	Noelle Drummond	50.50	Alan McConnell	RETIRED
Pat O'Brien	34.06	Lee Drummond Retired.		Lee Drummond	RETIRED
Alan Ball	28.47	Alan Ball	35.33	Alan Ball	23.79
<u>TEST FOUR</u>	<u>DOUBLE BONE</u>	<u>TOTAL</u>			
Ross Perry	29.38	Ross Perry/Citroen Special			98.58
Steve McCabe	33.79	Steve McCabe/Citroen Special			102.52
Ian Fink	33.81	Ian Fink/VW			113.58
Peter Garbett	35.69	Lin Melton/Datsun 1600			120.66
Lin Melton	35.81	Peter Garbett/Corolla Liftback			123.87
Pat O'Brien	36.43	David Martin/Datsun 1200 Utility			129.86
David Martin	36.93	Alan Clunes/Hillman Hunter			134.54
Alan Clunes	36.95	Cameron Neilsen/Suzuki Carry			136.57
Cameron Neilson	37.35	Pat O'Brien/Datsun 1600			139.61
Ross Walsh	38.17	Del Garbett/Carolla Liftback			140.18
Ray Kemp	38.63	Ross Walsh/Mazda RX2			140.36
Tony Howard	38.79	Tony Howard/Datsun 1600			143.01
Del Garbett	39.34	Ray Kemp/Toyota Celica			143.97
Noelle Drummond	42.13	Noelle Drummond/VW			160.87
Alan McConnell	RETIRED	Alan McConnell/Mazda RX 2			RETIRED
Lee Drummond	RETIRED	Lee Drummond/Mazda R100			RETIRED
Alan Ball	34.88	Alan Ball/Datsun 1600(Steward)			122.47

Gleanings from the Noticeboard

NEED A NAVIGATOR ?

I have no experience but am keen and learn fast

Paul Stapleton 377 2915 (W)
371 6693 (H)

Navigator Available

for rally work. Some experience Lyndsay Morrison 261 3107 (anytime)

FOR SALES

MAZDA RX3 RALLY CAR: 4 door, no dints, new paint, full cage, full harnesses, recaro seat, alloy sumpguard, toughened body, 4 100 watt inserts, 2 super oscar's, mags and new Yokohama 3's, strut brace, thermo fan. Fully modified suspension and engine. Car comes complete with heaps of spares - 8 mags and 4 wheels with tyres, suspension, interior, diff, also spare car (for an extra \$150) if wanted.

Ready To Go \$2400 38 4661

DATSUN 1200 COUPE RALLY CAR. Kerry Browning 268 6904 (Home)
277 9900 (Ext 348)

Coming Event

(And not a word to the CAMS people). Multicaps Mrs Queensland Quest 1983 are holding a Monster Car Rally Barbecue on SUNDAY 28th AUGUST starting from Garden City at 10.30am sharp ! It costs \$5 a car to enter and hamburgers, drinks etc will be on sale. A rather nice first prize is offered. Interested ? then contact Mrs K Bryant, 70 Conifer St, Browns Plains. Telephone 390 6469 (Work), 200 2725 (Home). The advertising blurb contains an entry form on the bottom ~~xxx~~ and doesn't state whether entries can be made on the day.

M.G. Car Club

Are playing their cards pretty close to their chest at the moment and I have no details whatsoever of their forthcoming two events :-

September 3rd/4th is reputed to be the latest date for their Queensland Rally Championship Event. Well we know Who, but What, Why escape me even if we do know ~~ex~~ when.

Likewise their HILLCLIMB on the 17th/18th September is also a B.S.C.C. invite. It will be held at the Mt Cotton course on Brisbanes southern outskirts,

In both instances I would suggest phoning the clubs Secretary,
~~xxxx~~ Mrs J Appleby 57 1561 (Home) 266 6266 (Work)

Whilst we are talking about the M.G.C.C. let me pass comment on the result of their Night Run which was held on the 29th July as part of the Iron Man WSeekend. Peter and Del Garbett were the clubs top scorers, being in 3rd place having lost 6 points. Then Peter Marcovich/Iain Stewart were 5th on 13 lost, 16th were Lorrelle Mansfield/Greg Weale on 35, a shock to see our current Night Run Champion, Alan McConnell (with Mark Lewis), way back in 22nd place with 45 points lost. Ross and Kerry Walsh took 27th place, Greg Whitaker and Alan Staib in the Celica were 34th (59 down) and Hurd Glubertash/Kerry Payne were 115th (just what were they up to ?).

THESE WE LOVE

Part 1

David Ambrose
Jim Adness
Steve Abrahamson
Mark Ashton
Steve Arlidge
Robyn Arlidge*
Robert Anderson
Donald Adams
Les Barron
Charlie Blake(LM)
Dennis Brown
Tony Best
John Blake
Ian Baker
Steve Blackburn
Ian Bond
Robert Baird
Gary Batts
Rod Bailey
Ashton Bradley
Glenn Bradley
Noel Buckley
Errol Bailey
Greg Barbe
John Brixey
Alan Ball
Peter Ball
Roberta Barbe*
Rod Brand
Chris Brand*
Ann Blackburn*
Bob Butter
Gregory Byrne
Rod Browning
Kerrie-Ann Browning*
Warren Blackbourne
Christopher Beecham
Neil Bang
Donald Buckley
David Blackmore
Allan Briscoe
Merida Blackmore*
Paul Bergmann
Christein Bradshaw*
Alwyn Boyle
Geoffrey Boyle
Joy Boyle*
Terri Brand*
Ken Boulton
David Butcher
Patricia Bradley*
David Brown
Rodney Billing
Trevor Bowden
Martin Ball
Jeffrey Best
Brett Anson

David Blair
Michael Byrne
Wayne Briggs
Peter Baker
Neil Bennink
Russell Byrne
Michael Bailey*
Stephen Bradford
David Barlow
Wilson Boyd
Beryl Boyd*
Garry Connelly (LM)
Paul Cadell
David Chadwick
Debroah Chadwick*
George Croucher
Pat Collins
Michael Collins
Desley Collins*
Robert Cowan
Timothy Charalambous
Rodney Cross
Wayne Cambie
Peter Clydesdale
Alan Clunes
Alex Conroy
Christopher Campbell
Robert Carpenter
Christine Croucher*
Barry Chaseling
Rick Casagrande
Sussane Collette*
Alan Curtis
John Cartner
John Corless
Graham Cran
Lee Drummond
Bill Daley
Noelle Drummond*
Geoff Dein
Ronald Dormer
Dennis Denning
William Dunk
Paul Dillon
John Diegan
Andrew Davis
James Dein
Anthony Dean
Christine Diegan
Colin Duckworth
Kim Davies
Noel Dalton
Noel Enders
Victor Elias
Ric Edwards
Denise Edwards*
John Evans
David Ecclestone

Ian Fink
Peter Ford
Norm Fritter
Lachlan Foord
Noel Farmer
Paul Fritz
Laurie Garth
Paul Goopy
Ian Goldsworthy
Peter Gartshore
Peter Garbett
Del Garbett*
Laurence Gatton
Lyn Goldsworthy*
Craig Garth (S)
Chris Goonan
Lyn Gatton*
Cameron Garth (S)
Robert Gordon-Smith
David Geers
Graham Greenwood
John Horn
John Hall
Neil Howard
Tony Hazeldine
Ivan Holmes
Kevin Harvey
Ed Hopkins
Neville Hamlin
Christopher Harbeck
John Hinz
Bill Hinz
Christopher Hamlin
Tim Hegarty
Peter Herlihen
Geoffrey Hayes
Peter Henry
Mark Heubner
Gregory Hansford
Julie-Anne Hansford*
David Haeusler
Gary Haeusler
Stephen Hollowood
William Hammond
Tony Howard
John Hatley
John Holster
Paul Healy
Ralph Hockings
Gary Hanger
Andrew Haggarty
Hugh Hinckley
Brian Hammett
Carol Holland*
Wayne Hawkins
Nigel Hayes
Glenn Harris
Neil Johnson

T. W. L.
Part 2 -

Raymond Luckhurst L.M.
Scott Hunter
Cameron Herbert
Tim Hatley
Neville Johnston Hon.M
Clem Jones -Hon.M
Roy Jervis
Noel Jeffery
Stephen Jeffery
Paul Jeffreys
Peter Johnson
Neil Jory
Ian Johnson
Ross Julien
Jonathan Jenkins
Stephen Jenkins
Richard Janiak
Darryl James
Andrew Johnstone.
Henk Kabel L.M.
Daryll Kelly
Simon Kabel
John Keefe Hon.M
Tony Kabel
Sir James Killen Patron
Gary Kabel
Peter Kelly
Barbara Knight
George Kahler
Tony Krebs
Ashley Kersey
Bruce Keys
Josef Kness
Karen Krebs*
Ellen Kraayvanger*
Brian Kennedy
Peter Kleindienst
Peter Kemp
Raymond Kemp
Cedric Loy
Geoffrey Loy
Gary Luiten
Glen Law
Brett Linton
Paul Lewin
Bruce Langan
Chris Lane
Clinton Linneweber
Robert Linneweber
Ron Lange
Narelle Lewis*
Anthony Lancaster
Terrence Lewis
Mark Lewis
Brian Michelmore.
Brian Marsden
Keith Morrison
Ross Moir
Warren McKewen
Sandra Milner*
Don Milner

Ian Macfarlane
Peter Marshall
Wendy Marshall*
Rodney Mackay
Barry Meller
Ross McCulloch
Alan McConnell
Arther McFarlane
David Martin
Michael Mitchell
Peter Marcovich
Geoffrey Mewing
Richard Murray
Paul Mason
Barry Macfarlane
Neil Michel
Dwayne McClintock
Stephen McCabe
Gary Moedt
Lorelle Mansfield*
Barry Massey
Lyn Massey*
Richard McColm
Peter Meiers
Patricia McCreery
Bettye Meller*
Carolyn Moedt*
Betty Macfarlane*
Linda Miller*
Andrew McGraa
Linford Melton
Allan Mitchell
Graham Makin
Graham Munro
Carl Misso
Darryl McGinn
Lyndsay Morrison
David Mills
Bruce Mills
David Muller
Donna Macfarlane
Gregory McIntosh
Paul Mackle
Graeme McMahon
Janet McCabe*
Paul McIver
Patricia Marcovich*
Dwayne Millar
Daniel Madden
Michael Muddle
William McCarthy
Stewart Morland
Rex McKelvey
Kerry McKelvey
Rodney McKinlay
Ross McDougall
Terry Conneely
James Newman
Shan Norris*
Graham Neilson

Ian Nicholson
Dale Neumann
Michael Neely
Cameron Neilson
Gary Nelson
Michael O'Brien
Pat O'Brien
Kelvin O'Shea
Russell O'Shea
Thomas Orcher
Alan Pryde
Tom Poots
Colin Plant
Dale Payne
Kerry Payne
Peter Phillips
Simon Passlow
Ian Preston
Graham Patterson
William Porteous
Ian Prescott
Colin Powell
Trevor Plant
Michael Price
Graham Pont
Robert Pidgeon
Kevin Potts
Wilfred Poole
Ross Perry
Dianne Quill*
Lloyd Robertson
Jack Read
Cedric Reinhardt
James Reddiex
Nicholas Reeves
Matthew Read
Russell Reid
Geoffrey Redfern
Kevin Read
John Rielly
Stewart Reid
Ian Reddiex*
Bradley Roach
Henry Read
Phillip Roslan
Lance Redding
Craig Reid
Simon Ridgway
Gregory Sked
John Shirley
Graham Scudamore-Smith
Malvern Shinn
Peter Smith
Patricia Smith*
Glen Somerville
Max Stahl Hon.M.
Brian Stenzel
Phillip Stephan
Bradley Skinner
Peter Stockton
Laurence Svenson

Rodney Sams
Brian Swinton
Harry Sisson
Laurie Streitberg
Michale Scott
John Swinglehurst
Alan Stean
Mark Singleton
Paul Stapleton
Russell Saxby
Jeffrey Tremain
Warren Tegg
Kelvin Taylor
Coral Taylor*
Bruce Tait
Leon Thompson
Darren Trivett
Sidney Vahry
Ed van Amstel
Michael Volz
Hugh Walker
Jennifer Wright*
Colin Wilton
Paul Wallace
John Wettenhall Hon.M.
Peter Westwood
Gregory Williams
Kerry Wuth
Chris Wall
John Wiseman
Andrew Woodward
Gregory Yeomans
L.Hawkes Hon.M.

Wayne Salmond
Graham Smith
Douglas Scottorn
Richard Schilpzand
Alan Staib
James Sams
Warren Seed
David Savage
Kenneth Smith
Keith Tapsall
Robert Trigger
Neville Taylor
Kathsrine Tegg*
Brian Thompson
Brian Tucker
Shawn Talty
Philip Unicombe,
Franz van den Brink
Bryan Verrall
Michael Verity
Greg Weale
Paul Watkinson
Ron Wilson
David Westwood
Ric Williams Hon.M
Rodney White
Janice Williams*
Derek Wright
Charles Wilcox
Ross Walsh
Rodney Wallis
Leigh-Ellen Yeomans
P.Welch Hon M.

Clive Scott
Janelle Svenson*
Peter Sudiro
Dale Shields
Sabine Schimkat*
Iain Stewart
John Spencer
Jeffrey Shepherd
Charlie Serchen
Adrian Taylor
Bruce Taylor
Mark Taylor
Donald Tainton
John Torney
Gwyn Thompson
Gilbert Trombetta
Karen Unicombe*
Fred van den Brink
Deborah Vahry*
Alan Wright
Darryl Wheeley
Kevin White
Patrick Whyte
Paul Williams
Ron Wilkins
Ernest Williamson
Michael Walsh
Mark Warncke
Paul Williamson
Kerrie-Anne Walsh
Michael Warren
Harry Rickards
John Pryce Hon M.

Legend: * Associate member Hon.M: Honorary Member L.M:Life Member
S Student

-0-0-0-0-0-0-

BRIEF TELE-REVIEW

The A.B.C. and Macleay 1000

Brand who? So they are 29 and 28 years old respectively, to quote the A.B.C. only Christine looks far younger to me. A great pity that Class Winner Cedric Loy didn't get a mention indeed it was a pity that the programme only concentrated on the Buggy Classes and the modified 4 W.D., although this was the class that had Andrew Cowan in it and I suppose he was the "star" of the meeting. A very enjoyable hours programme, that could well double the size of the off-road quotient within the B.S.C.C. I am thinking of what a good televisual event one of our Short Course events could be.

1983 Championships

In the magazine each month you will find an up-to-date list of point scores for the Club Championship. Each month we will explain the scoring system.

In 1983 there will be five separate championships, as well as an overall Club Championship and a Ladies Championship. The five series will be Motorkhanas, Night Runs, Off-Road Events, Rallies and Speed Events.

Points may be scored in all B.S.C.C. ORGANISED Motorkhanas, Night Runs, Off-Road Events, Rallies and Speed Events, both open and closed. Points will be allocated in each event only to members who are financial at the time, i.e. to those who have paid their membership subscription at the time of the event. In all events, points will be awarded according to club members results only, for example, if a BSCC member come 17 outright in an event but this is the best result for a club member, that competitor will receive the points for first place, and so on.

Points for the various types of events will be allotted in the following way, for night runs, (Long Course) off-road events and rallies; 11 points for the winner (remembering that winner means best BSCC result), 10 for second etc., down to 2 points for tenth and 1 point for all BSCC finishers thereafter. For Motorkhanas and Speed Events points will only be awarded down to 2 points for tenth place. In all events only outright results will be considered, not class placings.

In the case of a tie, e.g. for third place, both competitors will receive nine points for third place, the next best results will be allotted seven points for fifth place.

Up to two organisers of each event will each receive 9 points for their efforts, however, these points can only be gained on two occasions per type of event.

Finally, the top ten placegetters in each of the five types of events (Motorkhanas, Off-Road events, Night Runs, Rallies and Speed Events) will receive a points allocation of 11, 10, 9, 8 etc. in order of their placing (regardless of actual points gained) and all those below tenth will receive one point each. It is this total which will determine the 1983 Club Championship.

The Ladies Championship will be scored on a similar basis, but needless to say, only lady members will be eligible.

Pete Smith (208 1721 home, 379 6182 work, 15 Laurel Street, Woodridge, Q. 4114) has volunteered his services as Registrar again this year and organisers of all club events are asked (nay demanded) to provide Peter with a copy of the results as soon as possible after the results are compiled to ensure that the point scores are always as up to date as possible.

CLUB CHAMPIONSHIPS 1983

Motorkhana Championship

1	Ian Fink	44
2	Alan McConnell	35
3	Del Garbett	32
4	Pete Smith	31
5	Ross Perry	30
= 6	Peter Garbett	29
	Lin Melton	29
8	Steve McCabe	20
9	Steve Arlidge	18
=10	Alan Ball	16
	Peter Johnson	16
12	Robyn Arlidge	13
=13	Tony Krebs	11
	Lindsay Sutherland	11
=15	John Holster	10
	Simon Kabel	10
=17	Jim Reddiex	9
	Tony Best	9
	Cameron Neilson	9
	Laurie Streitberg	9
=21	Tony Kabel	8
	Phil Stephan	8
23	Paul Healy	7
=24	Greg Weale	6
	Hank Kabel	6
	David Martin	6
=27	Ron Lange	5
	John Spencer	5
	Chris Gonnar	5
	Alan Clunes	5
=31	Brett Anson	4
	Col Powell	4
	Ross Walsh	4
=34	Wayne Hickey	3
	Richard Schilpzand	3
	Gary Kabel	3
	Pat O'Brien	3
38	Gary Luiten	2

Off Road Championship

1	Rod Brand	22
2	Phil Unicomb	20
= 3	George Croucher	19
	Lloyd Prescott	19
5	Christine Brand	11
= 6	Ed van Amstel	10
	G Pont	10
= 8	Noel Jeffrey	9
	Stephen Jeffrey	9
	Mick Norris	9
=11	Geoff Dein	8
	Paul Watkinson	8
	Noel Buckley	8
	Steve Blackburn	8
	Peter Gartshore	8
=16	Michael Collins	7
	Ashton Bradley	7
	P Bradley	7
	Ron Lange	7

Off Road Champ (Cont)

=20	Laurence Svenson	6
	Janelle Svenson	6
	Bob Butter	6
=23	David Haeusler	5
	Gary Haeusler	5
	Neil Bang	5
	Graham Makin	5
=27	Bryan Verrall	4
	Stephen Hawkins	4
	Jeff Shepherd	4
	Rod Billing	4
	Ron Wilson	4
	Dennis Denning	4
=33	Stephen Sullivan	3
	Paul Lewis	3
=35	Paul Jeffreys	2
	David Henry	2
	David Blackmore	2
	R Janiak	2
	Alwyn Boyle	2
	Carl Misso	2
=41	Rico Casagrande	1
	John Hahn	1
	Narelle Lewis	1
	Bill Daley	1
	Glenn Bradley	1
	John Brizey	1
	R Langdon	1
	Don Buckley	1
	Rod Sams	1
	J Sams	1
	Robert Linneweber	1
	J Seed	1
	Brian Thompson	1
	Kevin Read	1
	Barry Massey	1
	Jeffrey Best	1
	Cedric Loy	1
	Geoff Loy	1

Night Run Champ (Cont)

19	Paul Williamson	13
=20	Greg McIntosh	11
	Alan Mitchell	11
	Ron Wilkins	11
23	Dwayne McClintok	10
=24	Paul Williams	9
	Alex Conroy	9
	Jeff Tremain	9
	Charlie Blake	9
	Tony Hazeldine	9
=29	Paul Healy	8
	John Spencer	8
	Graham Greenwood	8
=32	Peter Marcovich	7
	Tricia Marcovich	7
	Daryll Wheeley	7
	Neil Jory	7
	S Gaylord	7
=37	W Boyd	6
	B Boyd	6
=39	Colin Duckwrth	5
	Craig Warren	5
	Graham Offer	5
=42	Scott Hunter	4
	David Barlow	4

Rally Championship

1	Iain Stewart	32
2	Peter Marcovich	30
3	Brian Marsden	21
4	Errol Bailey	16
5	Greg Weale	15
= 6	Kelvin Taylor	12
	George Kahler	12
= 8	Tony Best	11
	Simon Passlow	11
	Boyd Ovens	11
=11	Greg Whitaker	10
	Alan Staib	10
	Gary Kabel	10
=14	Peter Phillips	9
	Peter Whalley	9
	Bill Dillon	9
	Coral Taylor	9
	Tony Kabel	9
	Peter Marshall	9
	Mike Mitchell	9
=21	Gary Batts	8
	John Hall	8
	Don Milner	8
	Wayne Hickey	8
	Dale Payne	8
=26	Peter Clydesdale	7
	Ian Reddiex	7
	Rod Bailey	7
	Peter Sudiro	7
	Ross Jullien	7
=31	Richard Kelly	6
	Warren Tegg	6

Night Run Championship

= 1	Peter Garbett	51
	Del Garbett	51
= 3	Alan Ball	50
	Rod White	50
5	Alan McConnell	46
6	Greg Yeoman	32
7	Cameron Neilson	29
8	Peter Johnson	28
9	Mark Lewis	26
=10	Ross Walsh	24
	Kerry Walsh	24
=12	Neil Bennink	21
	Craig Read	21
	Pete Smith	21
	Kelvin Taylor	21
=16	Chris Wall	19
	Laurie Streitbeg	19
18	Leigh Yeoman	15

A word from our Motorkhana Correspondent

The 1983 Interclub Motorkhana is to be conducted by the Ipswich West Moreton Auto Club on the 13th NOVEMBER on an unsealed surface near Brisbane. The B.S.C.C. anticipates fielding perhaps two teams of six drivers and subsequently a list of suitable names has been compiled and shown below. Bearing in mind that an event of this nature requires a knowledge of the correct method of executing tests, an ability to knock a minimum of course markers and a combination of these factors whilst completing the contest in the shortest time possible, those with a genuine interest in filling a position in one of the teams, whether on the quick list or not, please contact either Del Garbett C/- 394 1723 or Alan McConnell 379 2754.

Steve Arlidge, Alan Ball, Lee Drummond, Ian Fink, Chris Goonan, Peter Johnson, Hank Kabel, Raymond Kemp, Lin Melton, Steve McCabe, Ross Perry, Pete Smith, Phil Stephan, Lindsay Sutherland, Kelvin Taylor, Ross Walsh.

Let's see all these people and more at the next club motorkhana.

Peter Garbett

-0-

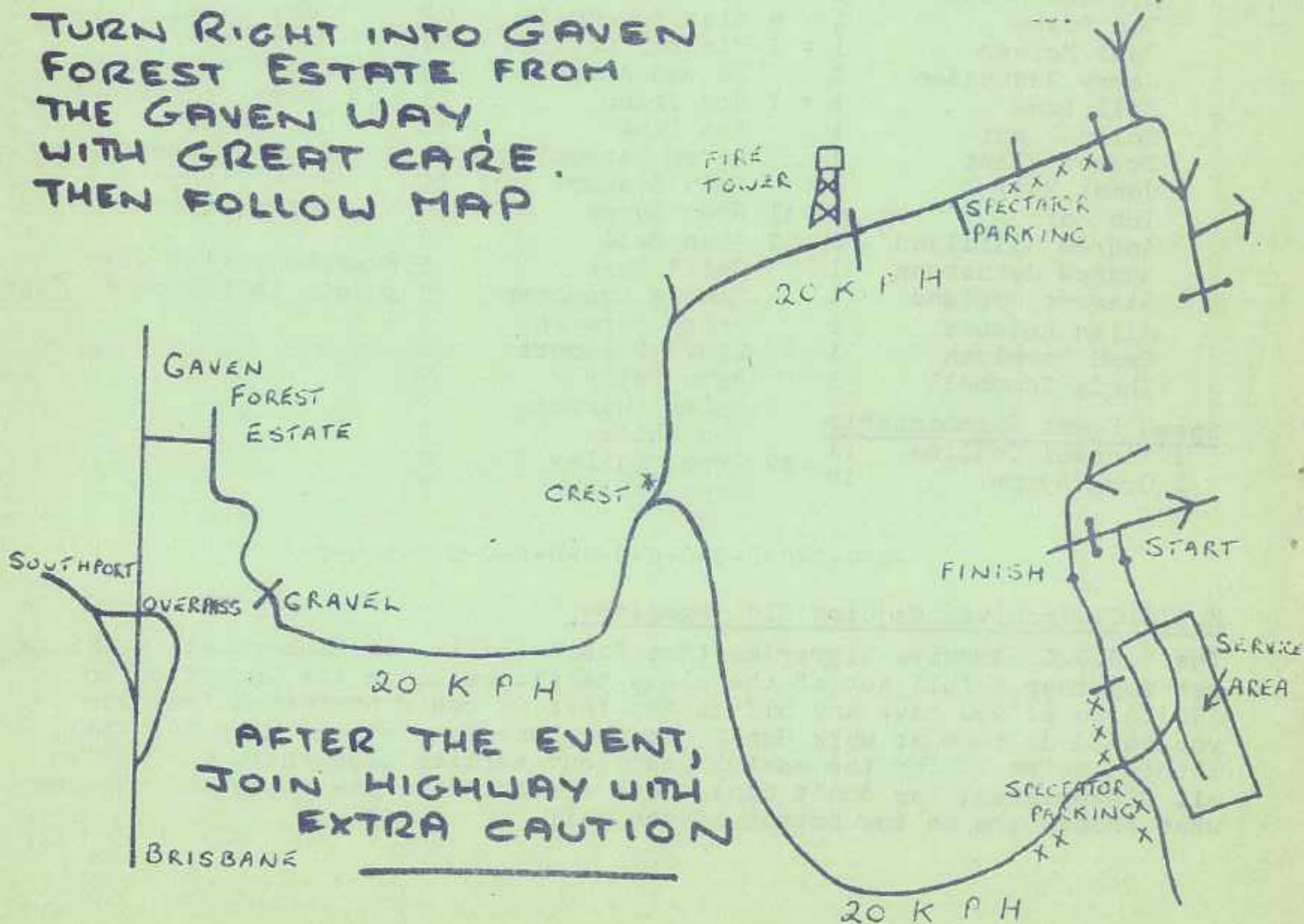
G.C.T.M.C. RALLYSPRINT

21ST August

STARTS 10am
BREAK NOON
FINISH 5pm

SPECTATOR INSTRUCTIONS

TURN RIGHT INTO GAVEN FOREST ESTATE FROM THE GAVEN WAY WITH GREAT CARE. THEN FOLLOW MAP



CLUB OFFICERS

		Phone Number	
		Home	Work
PATRON.....	The Hon.Sir James Killen, K.C.M.G. M.P.		
PRESIDENT.....	Jim Reddiex	264 1738	52 7177
VICE PRESIDENT.....	Brian Swinton	48 4558	44 8061
IMMEDIATE PAST PRESIDENT.....	Mike Mitchell	59 8785	52 5391
SECRETARY.....	Warren Tegg	48 3889	394 1922
ASSISTANT SECRETARY.....	Ron Wilkins		227 8546
TREASURER.....	Errol Bailey	48 0546	372 3777
CLUB CAPTAIN.....	Ian Goldsworthy	390 6245	390 6245
BOARD MEMBERS.....	Roberta Barbe, Chris Brand, John Hall Peter Marshall, Peter Smith		
	Terry Conneely Peter Marcovich Ian Preston Phil Unicomb Dennis Brown		
CAMS DELEGATE.....	Peter Marcovich	343 8443	349 4733
CAMS OBSERVER.....	Peter Marshall	202 6932	202 6932
ASSISTANT TREASURER.....	Noelle Drummond	398 3947	225 3060
AUDITOR.....	Nev Johnston	266 8241	358 1022
PROMOTIONS OFFICER.....	Phil Unicomb	208 5564	208 5564
ASSISTANT PROMOTIONS OFFICER..			
BUILDING & PROPERTY OFFICER....	Brian Swinton	48 4558	44 8061
REGISTRAR.....	Peter Smith	208 1721	379 6182
MAGAZINE EDITOR.....	Peter Smith	208 1721	379 6182
REFRESHMENTS OFFICER.....	John Hall	345 5751	
ART UNION PROMOTOR.....			
FINANCE COMMITTEE CHAIRMAN....	Errol Bailey	48 0546	372 3777
SPORTING SUB C'TEE CHAIRMAN...	Peter Marcovich	343 8443	349 4733
MOTORKHANA OFFICER.....	Del Garbett		
OFF ROAD OFFICER.....			
RALLY OFFICER.....			
ADMINISTRATION OFFICER.....	Esme Gibson		391 8881

CLUBROOMS

B.S.C.C. Clubrooms are located on the corner of Reid and Hawthorne Streets, Woolloongabba, and are open every Wednesday from 8.00 p.m. onwards.

POSTAL ADDRESS:

As from 1st January 1983 All Correspondence for the Club should be addressed to:

BRISBANE SPORTING CAR CLUB LTD.
P.O.Box 347
WOOLLOONGABBA Q 4102.

COMING EVENTS

- AUGUST 17th - Wednesday - OFF ROAD NIGHT at the Clubrooms
8pm, All Members Welcome
- 21st - Sunday - Performance Steering and Tuning Enduro at
Purga Creek. See Advertisement this Classfctn.
- 21st - Sunday - G.C.T.M.C. Rallysprint - See Ad Within
- 24th - Wednesday - MOnthly Night Run from the Clubrooms
Starts 8pm by Laurie Streitberg. See Ad In
- 28th - Sunday - Mall to Mall Race from Townsville to Brisbane
- 28th - Sunday - Multicap Monster Car Rally Barbecue. See Ad In
- 31st - Wednesday - Social Night at the Clubrooms, 8pm
All Welcome.
- September 3rd/4th - Sat/Sun - M.G.C.C. Q.R.C. (Almost no) details inside
- 6th - Tuesday - Board Meeting at the Clubrooms, 7.30pm
- 7th - Wednesday - Social Night at the Clubrooms, 8pm
Everybody Welcome
- 11th - Sunday - Yokohama Tyres Short Course Off Road
See advertisement this Classification
- 11th - Sunday - Club Motorkhana at Alexandra Hills, 10am
See Advertisement this Classification
- 14th - Wednesday - Rally Night at the Clubrooms, 8pm
ALL members welcome.
- 17th/18th - Sat/Sun - M.G.C.C. Hillclimb, a few details inside.
- 21st - Wednesday - Off Road Night at the Clubrooms, 8pm
All members welcome.
- 28th - Wednesday - Night Run from the Clubrooms, 8pm
- October 2nd - Sunday - James Hardie 1000 from Bathurst, see it on
Channel 7
- 4th - Tuesday - Board Meerting at the Clubrooms, 7.30pm
- 5th - Wednesday - Social Night at the Clubrooms, 8pm
- 8th/9th - Sat/Sun - Goondiwindi Long Course Off Road
Full Details Next Month
Regulations Available Soon if not Now.
- 12th - Wednesday - Rally Night at the Clubrooms, 8pm
All members welcome.
- 19th - Wednesday - Off Road Night at the Clubrooms, 8pm
All members Welcome.
- 22nd - Saturday - Alan Jones Driving Course at Lakeside.
\$95 for the full day.
755 2222 for details.

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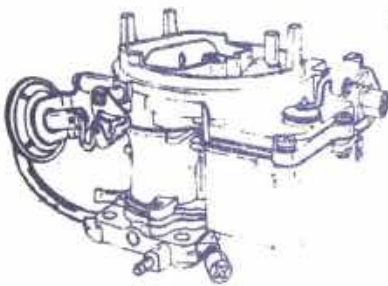
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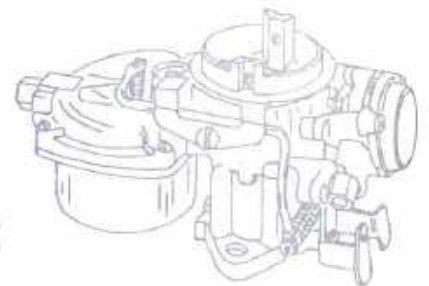


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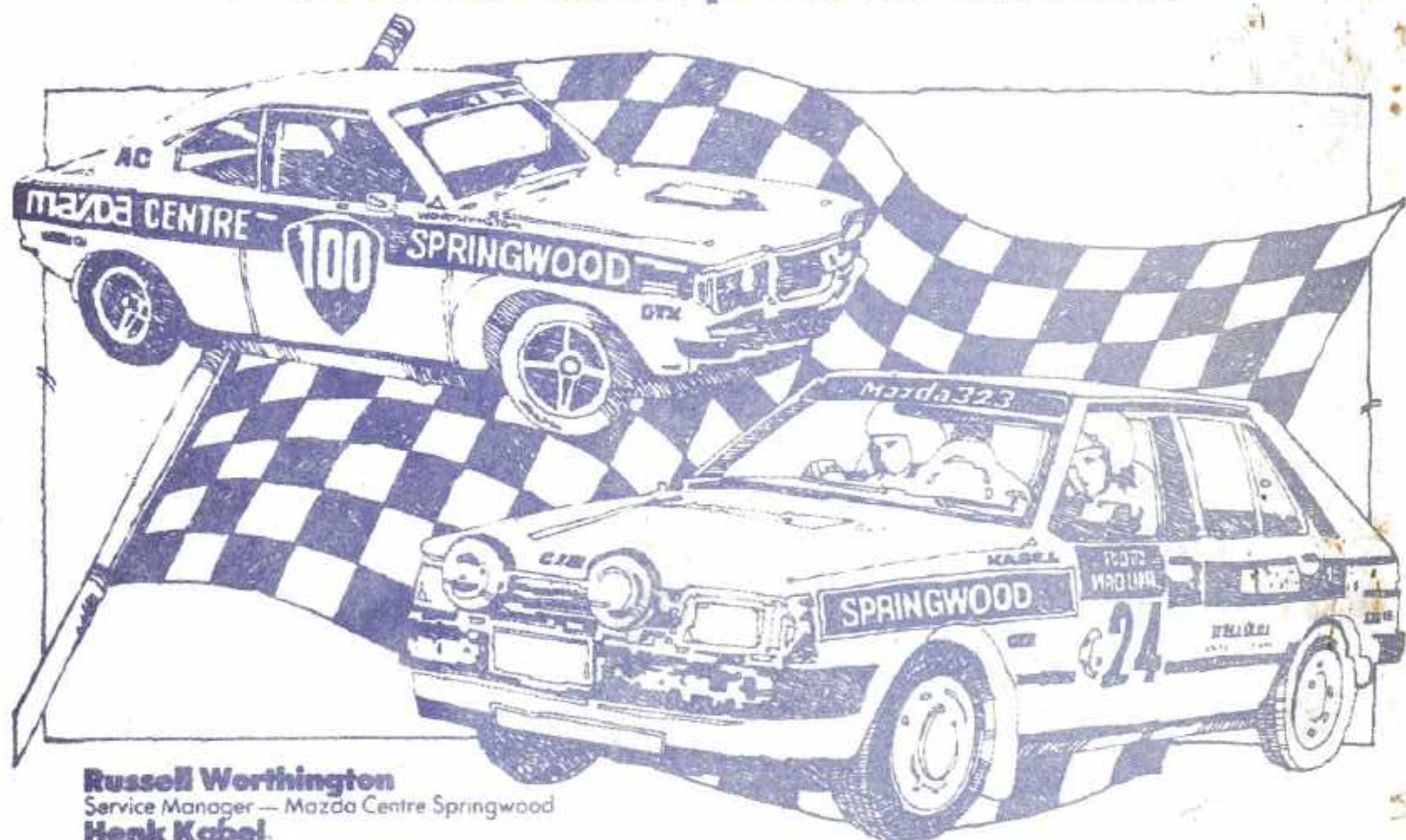
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